Harber Testifies That the Weather Was Not Too Bough to Coal Were So Far Out at Night Off Santiage That the Spanish Vessels Might Have Escaped Unseen-The Massa-Tells of Things Left Undone to Accom-Dispute Over the Blockading Distance Maintained by Schley's Ships-

sounsel succeeded to-day, at the session of the court of inquiry which is investigat-ing the conduct of that officer in the West Indian naval campaign, in getting admissions from two of the Judge Advocate's witnesses that so far as they knew there was nothing in the report that the Flying Squadron withdrew twenty-five niles from Santiago at any time after the blockade of that port was established by Admiral Schley on May 29. These witnesses were Rear Admiral Higginson, who then Commander, and Commander Schroeder, who was the executive officer of the battleship Massachusetts. Capt. Parker of Admiral Schley's counsel, who brought up this question, referred to a of which he did not know the origin. that the squadron withdrew twenty-five miles at night after the blockade was established. This and some statements of Commander Schroeder about the firing on the Spanish cruiser Colon by the Massachusetts, Iowa and New Orleans, on May 11, 1898, were the most interesting features

of to-day's session.

Admiral Schley, in a telegram to the
Navy Department, spoke of the firing on the Colon as a reconnoissance, "intended principally to injure and destroy Colon. mander Schroeder testified to hearing Admiral Schley tell Capt. Higginson that he was going in to "pot" the Colon and that he would sink her at her moorings. According to the testimony of Commande Schroeder the American shine under Schley's command did not go in close enough to hit the Spanish ship, and none of their that the action lasted. The first shot from the Massachusetts fell a thousand yards short, he said, and the American vessels went so fast past the mouth of the harbor to get her range. Testimony was als ced to show that the squadron could have proceeded to Santiago faster than it did, and Commander Schroeder, when asked to give an estimate of how far to each side of Santiago harbor the squadron went in cruising up and down in block-ade formation, fixed the distance at eight, ten or twelve miles. In his testimony yesterday Admiral Higginson said the squadron went a mile or a mile and a half to each side, and Commander Harber fixed the distance at eight miles. Admiral Higginson, on the stand to-day, revised his estimate of yesterday that the Flying Squadron went within two or three miles of the shore at night. He meant that the ships did that after June 1. That was the date Sampson arrved. Before that, under Schley's command, the distance was perhaps four miles at night and five or six miles in the day.

There was much testimony about the movement of the Flying Squadron from Cienfueges to Santiago, the condition of the coal supply of the vessels composing it, and the state of the weather during its progress between these two points. Admiral Dewey let it be known that he thought testimony as to the coal supply was unwill show that. An attempt by Admiral Schley's counsel to bring in testimony comparing the blockades of Sampson and Schley was resisted by the Judge Advocate, and although the matter was not pressed, notice was given proceedings were enlivened by some verbal ersonal interchanges between Mr. Raynor of Admiral Schley's counsel and Commander Harber, who was executive officer of the Texas in the war with Spain. COMMANDER HARBER CROSS-EXAMINED.

Like yesterday there was a comparatively small attendance in the court room. When the court was called to order at 11 o'clock, Commander Harber resumed the by Mr. Raynor, who started off by asking the witness if he recalled any picket line composed of the Scorpion, the Dupont and the Castine from the Flying Squadron. The witness said that he could not recall that circumstance. Mr. Raynor examined him at length about signals between the Brooklyn and the Texas and other ships of the squadron about coaling, but Commander Harber said he didn't recall any These signals were read by Mr. Raynor, who wanted to show that the Brooklyn had signalled the Texas to coal at sea, but Capt. Philip and the captain of the collier thought it too rough and generally unsafe to do so. This was on the morning of May 24, while the squadron was at Cienfuegos, the first signal from the Brooklyn being: "Go alongs ide the collier and coal as rapidly as possible."

WEATHER NOT TOO ROUGH TO COAL

Admiral Schley had asserted that it was o rough for his ships to coal, and that too rough for his ships to coal, and that that was one of the reasons he turned back for Key West to get fuel some days later. Commander Harber stood by his answer of yesterday, that it was his recollection that the Texas could have taken coal at that time. He said that he did this notwithstanding the signals, of which he knew nothing. In answer to other questions he said he believed that the Eagle retarded the squadron going to Santiago, but he

membered nothing about repairs to the Merrimac then.

Mr. Raynor read the witness this extract from the report of Capt. Higginson of the Massachusetts:

"En route to Santiago de Cuba Weather rough and squally. The Eagle fell behind, retarding the progress of the fleet."

Commander Harber insisted that this report did not correspond with the actual log of the Massachusetts for that day, and read from it to show that the sea was recorded during most of that day as "moderate". "That says rough weather," said

recorded during most of that day as "moderate" "That says rough weather, said Commander Harber, indicating Capt. Higginson's report, "and there is nothing here indicating rough weather at all."

Mr. Rayner pressed the witness hard but he would not change his testimony of yesterday regarding the movement of the squadron toward Santiago. The dudge Advocate interposed with an objection to Commander Harber, who was not on the Massachusetts, examining the log of that vessel He would present, he said, that log, which would show the exact record of the weather between Cientings and Santiago. The Court sussained the objection.

begos and Santiago. The Court sus-sined the objection.

In answer to Mr. Raynor's questions ommander Harber said the weather riseen Cienfuegos and Santiago was not rough as we would describe it on board

so rough as we would describe it on hoard stip: it was what we would call moderate reather, and the wind was not sufficient to produce a rough sea." He said he had not said that the Eagle retarded the squad-ron, it retarded only that ship.

THE PLOCKADING DISTANCE AT SANTIAGO. Mr Rayner called attention to the discrepancy in the estimates of Admiral Hig-

SCHLEY'S CRUISE TO SANTIAGO

WITNESSES SAY HE DID NOT
PROCEED WITH DESPATCH.

Germander Harber Testifies That the ginson and the witness as to the distance the Flying Squadron remained off Santiago in maintaining the blockade, and Commander Harber objected rather vehemently to any attempt to refresh his memory. He repeated what he had said yesterday, that it was his recollection that the ships cruised about eight miles to the east and west of the harbor entrance.

At this point the relations between Com-At this point the relations between Com-nander Harber and Mr. Raynor became

> Now, I will ask you, again reading to "Now, I will ask you, again reading to you, notwithstanding your objection to it—" began Mr. Rayner
> "I have not objected to anything, sir, except your method of examination sometimes," interrupted Commander Harber.
> Mr. Rayner assured the witness that he meant to be courteous and respectful. Then he read from Admiral Higginson's report:

report:

\*\*Blockade by Schley cruised nearer at night than day, the ships going a mile and a half east and westward. w, what have you to say about that?"

"Now, what have you to say about that?" asked Mr. Raynor.
"I do not change my testimony a particle in consequence of it," was the response, and Commander Harber added, in reply to another question, "I have not said that they went eight miles. I said I estimated it." Mr. Raynor asked some more questions and Commander Harber, with some heat,

asked:

"What do you mean by insinuating that my estimate is not worth a continental?"

"I do not think your answers are helping you any," said Mr. Raynor, in asking Commander Harber if he were not entirely mistaken in estimating that the points at which the blockading vessels turned were sixteen miles apart, pointed his finger at the witness.

at the witness.

\*Excuse me, do not point your finger at me. I can get along without that, said Commander Harber quickly.

\*I did not intend it in the way of menace, Mr. Raynor responded.
"It looks badly, at any rate," remarked
Commander Harber.

There was much more of this cross-examination without anything important being developed, and then Mr. Raynor came to the important matter of the "loop" made by the Brooklyn in the battle of July 3. Referring to Commander Harber's testimony yesterday, he said:

"I understood you to say you had been told that the engines of the Texas had been reversed at the time of the turn of the Brooklyn. Now I ask you if those engines had been reversed, would there not be a note in the steam log of the ship showing the reversal of the engine?

"There ought to be," was the reply.

Q. Now look at the steam log of the Texas and tell me whether it shows that the engines were reversed at the time the Brooklyn made the turn? A. (after examining the THE TEXAS'S LOG AND THE "LOOP."

made the turn? A. (after examining log) I am ready to make a remark in log) I am ready to make a remark in regard to that, answering your question, to say that this log does not show it, but from the fact that it does not show a great many other things I should consider that log a worthless piece of evidence. It does not show that they went ahead at full speed. It ought to show that. It does not show anything about that. It does not say that the forced draught was turned on, although it refers to forced draught.

Later, under examination by Mr. Hanna, Commander Harber said that [the steam

Later, under examination by Mr. Hanna, Commander Harber said that the steam log in general would have only the most important things. He said also that he did not recall any picket line while the Flying Squadron was at Clenfuegos.

In response to more questions Commander Harber gave his opinion that the Texas could have gone from Clenfuegos to Santiago at nine knots with the Eagle in tow, but not with the heavier Merrimae in tow. With the 400 tons of coal on the Texas she could have kept constantly steaming on blockade ten days, the witness explained.

To Judge Wilson of Admiral Schley's counsel, he said that he did not remember a signal from the Brooklyn off Clenfuegos in regard to picket boats.

Capt. Parker of Admiral Schley's counsel brought out from the witness that the Texas sprung a leak while coaling from the Merri-

capt. Parker of Admiral Schleys counsel brought out from the witness that the Texas sprung a leak while coaling from the Merrimac. Some plates were indented, he said, and a little water came in, but not much. Capt. Parker said that the weather was then rough enough to cause the Texas to collide sufficiently hard with the collier to swifter a leak.

collide sufficiently hard with the collier to spring a leak.

Commander Harber explained that the end timbers in the float, used as a buffer between the Texas and the collier, caused the indientation. He said that "the ships came in contact with the end planks of this float, so that the entire weight of both. the water at all, was taken up by this end piece or corner-piece. These corner-pieces made slight indentations in the plates."

The Judge Advocate then read this ques-The sudge Advocate then read this ques-tion by the Court:
"What was the state of the sea when the Texas coaled on May 27, as compared with the state on the 26th? Answer—The weather was cooler somewhat. I believe—more favorable.

REAR-ADMIRAL HIGGINSON RECALLED

This concluded Commander Harber's testimony, and Rear Admiral Higginson (former Captain of the Massachusetts) was recalled and asked by Solicitor Hanna whether he desired to change his statement of yesterday that the night positions of the blockading ships were farther in than the day positions off Santiago.

"To the best of my recollection, said the Admiral "we were closer in at night than Admiral, we were closer in at night than we were in the day time. I think, however, after thinking more particularly, that I placed the fleet rather closer in than we went at that period of the blockade. We did go within two or three miles later on; but I think at that period we were about five or six miles. That is the only correction I can make."

By later Admiral to what time do were

"By later, Admiral, to what time do you refer; after the first of June or before?" "After the first of June, in the latter part of the blockade; but I think we were closer at night than we were in the day time."
Admiral Sampson arrived on June 1.

Q. And the distance? A. I think we were closer in at night, perhaps four miles at night and five or six miles in the day. I

don't remember exactly.

Q. Let me ask you, Admiral, whether, three years having elapsed, your recollection upon this point is distinct? A.

three years having elapsed, your recollection upon this point is distinct? A. It is very indistinct.

Q. Very indistinct? A. Yes; I don't pretend to be precise.

Q. What distance could you have steamed with the vessel under your command, having on board 800 tons of coal?

A. Let me see. I could steam 250 miles a day on 50 tons. That would be 500 miles to the hundred tons. I could steam between two and three thousand miles. I should say about 2,500 miles, roughly.

Admiral Higginson had to do some figuring with penell and paper to find out how long he could have kept up the process of steaming backward and forward before Santiago. After he had figured he said:

"I don't think, cruising as we did at four and five knots, that we used over thirty tons. I will say I think if we were using between thirty and forty tons a day we could have stayed there about twelve days at that kind of work with 800 tons in the bunkers."

The results' of Admiral Higginson's arithmetic were not questioned.

CAPT. PARKER ASKS QUESTIONS. Capt. Parker, of Admiral Schley's counsel

who has not been prominent in the case heretofore, said he had some questions to ask the witness.

"Was there ever a time," he said, "when that fleet went off twenty-five miles at night after they arrived there on the 29th."

"No I don't remember any," answered

"No I don't remember any, answered Admiral Higginson.
Q. You would know it, as captain of the ship, if you had any such orders to go off twenty-five miles, would you not?
A. Yes, if I had orders to that effect.
Q. It would unquestionably have been entered in your log would it not? A. I think as

think so.

Q. Then that story, by whomsoever told, about going off twenty-five miles at night is not true, is it? A. Well, I don't remember it; that is the most I could say about it. Yes, I think the log would have shown it.

Q. Have you any memory in mind now that the fleet ever withdrew farther than six miles at night, as you have already stated? A No. I have not I can say that perfectly clearly.

CUESTION BY THE COURT.
Another question by the Court was then

read by the Judge Advocate to Admiral Higginson:

From the distance at which the blockade was mai tained at night could you have seen any vessel attempting to leave Santiago, under ordinary conditions of weather?

A. I think it would have been diffi-cult, on account of the high land and the shadows under the land. By Mr. Raynor-Were the Vixen and Marblehead inside as picket boats at tiago? A. I think they were.

COMMANDER SCHROEDER CALLED.

COMMANDER SCHBOEDER CALLED.
Commander Seaton Schroeder, U. S. N.,
was the next witness, and he proved an
interesting one. His answers were clear
cut and straightforward. Commander
Schroeder was the executive officer of the
Massachusetts under Admiral (then Captain) Higginson in the war with Spain.
He came all the way from the far off Island
of Guam, of which he is Governor, to testify.
Examined by Judge Advocate Lemly
he said that on the day the Colon was
sighted, the American ships, he supposed,
were six to seven miles out and the Colon
was moored across the channel at the entrance to the harbor, 1,200 or 1,300 yards,
his impression was, within the point of
entrance.

entrance.

Q. How far east and west of the entrance to Santiago harbor did the vessels of the squadron cruise on this blockade? What is your best estimate of the distance? A. I is your best estimate of the distance? A. I think possibly eight or ten or twelve miles.

The witness was asked if, when the squadron approached Cienfuegos, he had heard any firing.

"No, sir, I did not," he said. "We understood that it was heard from the flagship, but talking it over on board the Massachusetts, there was none of us that heard it."

[This question was with reference to Admiral Schley's statement in a report that firing had been heard at Clenfuegos indicating that the enemy's ships had arrived and were being saluted.]

THE FIRING ON THE COLON. The Judge Advocate then took up the firing on the Colon, which Admiral Schley had reported as a reconnoissance. The witness was asked if he saw Admiral Schley

witness was asked if he saw Admiral Schley when he came aboard the Massachusetts which was his temporary flagship that day. "Yes, sir, I was with the Captain, and met him at the gangway," said Commander Schroeder. "When he came on board he said that he was going to take us and the Iowa in to pot the Colon."

The action, the witness said, he thought lasted about half an hour. Then the squadron withdray, Asked to give an account of

withdrew. Asked to give an account o the action the witness said: "When we headed in for the batteries the understanding was that the range would be about 9,000 yards. We were about 8,000 yards away, I think, when we about 8,000 yards away, I think, when we put the helm to port and started to the eastward, parallel to the coast, across the entrance and opened fire. The range as given by the navigator, as I remember, was about 8,000 yards. The first shot was from the forward 13-inch turret. That was the range for the Colon. I saw that shot fall. It made a very distinct and marked splash; and I immediately called out: That is a thousand yards short. I then stooped and spoke through thepeepholes of the sighting head of the forward turret to Lieut. Glennon: 'Put your sight to 9,000 yards.'

Q. How many times, and at what speed, did the Massachusetts pass the entrance to the harbor during this action? A. The speed was ten knots, and we passed twice—

speed was ten knots, and we passed twice-once to the eastward and then back to the

Q. Returning to the blockade. I neglected to ask you whether there was any difference as to distance between the night and the day blockade; I mean the distance of the blockading squadron from the har-bor? A. No, sir. If there was any difference it was not material. I think it was always the same. I think we generally had a distance off of six to eight miles. I do not think that the distance was usually increased for the night, nor do I think it was decreased. I think it was largely a matter of chance, depending on where we would happen to be when nightfall came.

WHAT SCHLEY LEFT UNDONE. Q. What was the effect of this bombard-ment upon the Colon? A. There was no effect produced that I could see, sir. Q. State fully and in detail what was left undone which was looking to the destrucundone which was looking to the destruc-tion of the Colon or her capture on that day? A. One thing that was not done was going in to closer range. I suppose that might have been done and passing by more slowly, so as to have time to correct the range.

Q. Was there to your knowledge any obstacle to prevent the squadron going in nearer on that day? A. No. sir. counsel got into a legal argument about the admissibility of a suggestion by the witness to Capt. Higginson in regard to turning the ship. Admiral Schley's counsel said that as the witness wasn't sure that Admiral Schley overheard the remark, it couldn't be admitted. The Court sustained

this view.
Commander Schroeder said in response to further questioning that he heard Admiral Schley give an order, after the Massamiral Schley give an order, after the Massachusetts had passed the harbor entrance twice, to "starboard the helm and get out of this." Another question brought out this statement from the witness:

"After saying that he (Admiral Schley) was going to take us and the lowa in to 'pot the Colon,' he added that we would go by slowly and fire deliberately, so as to sink her at her moorings."

"Did you do this? Did you go by slowly and fire deliberately?"

"No, sir, we went by at about ten knots speed."

A question as to how much coal there was on the Massachusetts brought out the remark from Admiral Dewey that this

## SCHROEDER CROSS-EXAMINED

Cross-examined by Judge Wilson, Commander Schroeder said he had no knowledge of any signals between the squadron and the shore until Capt McCalla came in the Marblehead and found out from Cubans on land that the Spanish ships were not at Cienfuegos. The witness saw lights ashore but did not know what they were. He had not heard that three horses were used as signals from shore to the American ships in the day time. The Flying Squadron got under way at about 8 o'clock on the evening under way at about 8 o'clock on the evening of May 21 and the witness had the impression that the idea was not to start until

going.

[The Navy Department has claimed that Admiral Schley delayed moving from Clenfuegos after he found the Spanish

Cienfuegos after he found the Spanish squadron was not there!
On the trip to Santiago one night, the witness said, it was a little boisterous, so that the ships had to slow down for one of the smaller vessels, but it was smooth weather for a battleship and could not affect the collier Merrimac.

In the blockade of Santiago by Schley the distance maintained was six or seven miles from shore. The witness remembered the Vixen seeing a railroad train near Santiago. "She was close to the shore, I expect," he said. After Admiral Sampson came the form of blockade was changed. The blockading ships were then about The blockading ships were then about four miles out in the day and closer at night. Later they were closer in day and

OBJECTS TO COMPARISON WITH SAMPSON Solicitor Hanna here interposed He wanted to know what was the purpose of wanted to know what was the purpose of inquiries as to the conduct of the blockade after June I, when Sampson came Judge Wilson—You are complaining about the blockade that was made. A day or two after, when Admiral Sampson came up and brought additional ships, he changed it, and I expect to show before we get through that the distance out was just about the same with his ships and with those others that were cruising backward and forward.

Mr. Hanna.—If that is the purpose, may it please the court, we desire to object

Mr. Hauna.—If that is the purpose, may it please the court, we desire to object to any comparisons between this blockade and any other blockade instituted at any other time and place. We have avoided introducing comparisons and we think it has no relevancy.

Judge Wilson—I will withdraw it for the present Bereafter it may become a very material question; and I do not want to take the time of the court now in discussing it. I will bring it to the court's attention later on.

attention later on.

Judge Wilson then wanted to know of
the witness if during Schley's blockade

the American vessels went off twentyfive miles from shore at night.
"No, sir," said Commander Schroeder,
"I do not think they were ever any distance like that except that first day when
we arrived, when we were twenty or more
miles off."

"In other words, you maintained this
blockade six or seven miles out up until
the time Admiral Sampson came on the
scene?"

blockade six or seven miss out up unit
the time Admiral Sampson came on the
scene?"

"I think that was generally the distance,
six to eight nautical miles."

To Judge Wilson's questions the witness
said he did not remember seeing or hearing
of any batteries firing on the American
ships while the Colon was being attacked,
and he had no reason to think there were
any latteries. He did not remember seeing shots go over the Massachusetts on that
occasion. [Admiral Higginson testified
yesterday that Spanish shots did go over
the Massachusetts.]

Commander Schroeder said, also, that
he knew nothing then about any order of
the Navy Department not to expose ships
to land batteries, but lately he had heard
something about it. He had also never
seen, until after its publication in the appendix to the Bureau of Navigation's report,
the order from Sampson to Schley (then at
Clenfuegos), saying: "If you are satisfied
that they are not at Clenfuegos, proceed
with all despatch, but cautiously, to Santiago de Cuba."

SCHLEY DID NOT PROCEED WITH ALL DE SPATCH.

On re-direct examination by Solicitor Hanna the witness said that the Flying Squadron did not proceed with all despatch

Santiago. To Judge Wilson, Commander Schroeder said he supposed that the condition of the Merrimac was very bad, but his recollection was that the squadron's speed was "noth-ing like it could have been." The Merri-mac, he said, could have caught up, prob-

ing like it could have been." The Merrimac, he said, could have caught up, probably the next day off Santiago.

Counsel and Judge Advocate got into another discussion here, Solicitor Hanna objecting to the introduction of what he called "isolated" portions of logs. An agreement was reached that the complete logs of the Massachusetts, the Iowa, the Marbiehead, the Vixen and the Eagle should go in as evidence.

To Mr. Hanna, Commander Schroeder said that the speed of the squadron from Clenfuegos toward Santiago was about seven knots.

MORE QUESTIONS BY THE COURT More questions by the Court were read y the Judge Advocate to Commander

by the Judge Advocate to Commander Schroeder. Q. Was the fire of the battery on the occasion of the bombardment of the Colon occasion of the bombardment of the Colon occasion of the bombardment of the Colon heavy enough to seriously endanger the attacking vessels? A. No, sir.

Q. How long was the Colon subjected to the fire of the squadron on May \$1? A. I did not take the times, and I do not remember accurately what was told me by the navigator and others; but it was, I think, not more than six or seven minutes.

not more than six or seven minutes.

Q. Was any further effort made by the Flying Squadron to destroy the Colon?

A. No. sir. The court then adjourned until Mon-

WHY STEEL STRIKE FAILED. Amaigamated "Journal" Says Union Must

He Reorganized. PITTSBURG, Pa., Sept. 21.—The Amalgamated Journal, edited by B. I. Davis of the Amalgamated Association's executive board, issued yesterday, contains little official information regarding the strike settlement, but offers some defence and excuses and suggests that the association be reorganized. Editorially it says:

"The settlement made with the repreentatives of the American Tin Plate American Sheet Steel and American Steel Hoop Companies terminates the general strike and the result is a bitter disappointment to the officers and members of our organization, as well as the friends of the cause of organized labor all over the world. "The causes that led up to this unsatis-

factory settlement were the overwhelming odds that the association had to battle against, the daily press, public opinion, the advice of prominent labor leaders and the withdrawal of credit by merchants.

"The injunction issued by the Federal courts; the degeneracy of the ex-members who happen to hold managing positions in the tin plate mills, becoming strike going among their former associates in going among their former associates in unionism, tempting and seducing them from the standard of unionism by bribery and promises of permanent and steady employment; the unlimited use of money, by the United States Steel Corporation and its evident willingness to spend millions to teach green labor to become experienced and skilled; its power to use all of the aforesaid agencies, show that the Amalgamated Association was left en-Amalgamated Association was left entirely to its own resources to battle with the greatest combination of capital the world has ever known, while the trust, world has ever known, while the trust, with its immense money power to begin with, was aided by every agency the public could furnish it with. Thus it became evident that it was suicidal for the asso-clation to keep up a contest that would re-

ciation to keep up a contest that would result in greater losses each week that it was prolonged.

"We engaged in the strike for an unselfish purpose, namely, to gain union recognition for workingmen, who had for many years been denied that right, and while we have failed in accomplishing the end in view and have suffered irretrievable losses in our righteous endeavor, the association must be given the credit that it did what it could and failed because moral support was witheld from it by those whom it had counted as its friends.

"The Amalgamated Association must be

counted as its friends.

"The Amalgamated Association must be econstructed along many lines to effectively meet the opposition of the United States Steel Corporation. The methods pursued in former years have proved entirely inadequate to meet the conditions that conf ont us o-day."

### Hanton to Try New Third Baseman.

Str. Loris, Sept. 21. To-morrow Ned Hanlon will try a new third baseman, Arthur Granville, of this city Granville is a grad-Granville, of this city Granville is a grad-uate of Christian College, where he is study-ing for the priesthood. He is a well-known football player as well as a good third base-man. Owing to the injury received in Fri-day's game, when Scheckard collided with him, McCreery was sent to his home at Pitts-burg to-night, where it is hoped he will be in condition to rejoin his team when the Superbas reach that city.

N. Y. A. C. MEN WIN IN CANADA. Alex Grant and S. S. Jones Score Dua

Victories in Athletic Chas TORONTO, Sept. 21.—The New York Athletic lub made a wonderful showing at the Canadian ameteur championship games at the Rosedale lacrosse grounds here to-day, considering the small contingent of athletes they sent to complete. The wearers of the winged foot won four of the thirteen events on the programme.

Alexander Grant of the N. Y. A. C. landed the one-mile run in fine style, defeating Harvard, Cambridge and Rochester men, as well as the best runners in Canada. He also won the half-mile, defeating some well-known athletes from both sides of the line. The other New Yorker who distinguished himself was S. S. Jones of the New York A. C., who won the running high jump and A. C., who won the running high jump and the 120-yard hurdle race.

The day was cool and bright, the attendance large and the track fast. The only record made was in the 10le vault in which Drieorge McK Hall of Buffalo University won with 11 feet 2 inches, a new record for Canada. Rochester and Detroit men who competed did not get firsts nor seconds in any event. Johns Hopkins got two reconds and Cambridge one second. Summaries:

bridge one second. Summaries:
100 Yard Run — Won by J. D. Morrow. McGill
Intersity A. A., Montreal: W. C. Covernion, Montreal A. A., second; J. P. Craig, Montreal A. A., third.
Time. 10 2-5 seconds.
Putting 16-Pound Shot — Won by F. G. Seck, Yale,
with 42 feet 10 5; Inches: A. Smith, Montreal Lacrosac Club, second, with 41 feet 6 Inches.
Pole Vault — Won by Dr. George McK, Hall, University of Buffalo, with 11 feet 2 Inches. A. G. Anderson, N. Y. A. C., second, with 10 feet 11 inches.
One-Mile Run — Won by Alexander Giant, N. Y.
A. C., J. J. Cawthrs, Cambridge U. A. C., second;
Dick Grant, Boston, third. Time, 4 minutes 31 seconds.

onds.

Running High Jump Won by S. S. Jones, New York A. C., with 5 feet 11% inches; George B. Scholl, Johns Hopkins University, second, with 5 feet 10 Johns Hopkins University, second, with 5 feet 10 inches.
220 Vard Run—Won by J. P. Craig, Montreal A. A.; J. D. Morrow, McGill University A. A., second. Time, 23 1-5 seconds. Weight—Won by T. O'Rourke, Toronto Lacrosse A. A. with 25 feet 5 inches; A. Stemman, Toronto Police A. A., second. Throwing the Discus Won by T. O'Rourke, Toronto Lacrosse A. A., with 103 feet 11 inches, T. C. Flanagan, St. Mary A. C., second, with 105 feet 9 inches. C. Flanagan, St. Mary A. C., second, with 100 feet 9 inches.

Hall-Mile Run - Won by Alex Grant, N. Y. A. C.: Percy Moison, McGill A. A., second. Dick Grant, Boston, third. Time, 2 minutes 1's, seconds. Hunning Long Jump Won by H. A. Bray, Tonoto Lacrosse A. A., with 21 feet 8 inches: George B. Schoil, Johns Hopkins U. A. C., second, with 20 feet 6 inches.

440 Yard Run - Won by J. D. Morrow, McGill University A. A. A.; George Stephen, Montreal Police A. A. A., with 124 feet 7 inches: T. O'Rourke, Toronto Lacrosse A. A., second, with 122 feet 6 inches.

T. O'Rourke, Toronto Lacrosse A. A., second, with 122 feet 6 inches.

T. O'Rourke, Toronto Lacrosse A. A., second, with 122 feet 6 inches.

T. O'Rourke, Toronto Lacrosse A. A., second, with 122 feet 6 inches.

T. O'Rourke, Toronto Lacrosse and A. A., second. Time, 16°s seconds.

Handley Wins Medley Race

L. de B. Handley, the all-around athlete of the Knickerbocker A. C., yesterday afternoon at Knickerbocker Field, Bayonne, won the mile and a half medley race

onne, won the mile and a half medley race of six successive quarter-miles at walking, running, cycling, riding horseback, rowing and swimming. E. M. King, his club mate, who finished second in a similar competition on Labor Day, was the only man to race against Handley.

King led at running, walking, riding horseback and bicycling, being about twenty-five yards to the good when he reached the Newark Bay shore for the two aquatic quarters. Before he had rowed 100 yards King caught a crab and capsized his craft. Handley magnanimously waited until King swam ashore and reembarked. When his rival was again on even terms with until King swam ashore and reembarked. When his rival was again on even terms with him Handley spurted to the stakeboat, which he reached first. He emerged from the quarter-mile swim about fifty yards in the lead. He, however, because of his wait for King failed to better his Lab r Day record, his time for the event being 19 minutes and 25 seconds.

#### Franklin's Far-Seeing Wisdom.

From the Morning Oregonian. The late Benjamin Franklin sat on the back fence and counted the volts as they lashed down the string from the kite sailing in the clouds above, and plied up in an innocuous heap in the Leyden jar at his side.

An old neighber passed that way and paused

An old neighbor passed that way and paused to observe him.

"Mr. Franklin." said the neighbor, as he lifted his hat respectfully with one hand and dedged a lagged streak of lightning with the other, "why does a man of your width between the eyes content himself with tempting providence with kites and compiling antedinavian platitudes for an almanac, when he might be winning everlasting fame on the battlefield?

"My friend," answered the philosopher, slowly, "the quiet pursuits with which I am content to while away the few days of my existence are not what you may call exciting, although I have had some pretty warm half hours with lightning and diplomacy, but you must remember that they will never lead to my becoming a part of historical fiction, or induce any actor with high boots and large caths to show me to the matinee girl of the future as he thinks I was."

The neighbor bowed to the great man's superior wisdom, but it remained for generations yet unborn to gauge the length of head indicated by that brief speech.

### The Weather.

An area of high pressure spread from the Middle into the Atlantic States yesterday, dissipating the generally unsettied conditions; and in its place brought fair weather which prevailed from Florida to Maine, and, in fact, covered all the country cast of the Rocky Mountains.

There was an area of low pressure coming in from the north Pacific Coast that was causing rainy weather in the northwest corner of the country. The temperature was slightly lower in all the At-lantic States and slightly higher in most of the other districts. Temperatures touching the freezing point were reported in North Dakota and Montana, while throughout the upper Mississippi and Missouri valleve it was but slightly above the freezing point Frost was reported in Wisconsin, Michigan, lows

In this city the day was fair and slightly cooler fresh to brisk northwest winds: average humidity ALA A. M., 30.19: 3 P. M., 30.21.

WASHINGTON FORRCAST FOR TO-DAY AND TO MORROW.

For New Jersey, eastern New York and New Eng land, fair to day, warmer in the interior, fair to mo row and warmer, winds mostly easterly and fresh. For the District of Columbia, Delaware, Maryland and eastern Pennsylvania, fair and warmer to day and probably to morrow, light winds becoming ear

erly and fresh.

For western New York, fair and warmer to day fair to morrow and warmer in eastern portion; frest

# Le Boutillier Brothers

FALL OPENING of LACES

Are showing the newest of Laces, same as used on the latest Costume Models of Paquin, Doucet, Worlb, etc., and especially the "Art Nouveau" Mazarin and Irish Crochet, in gattoons and medallion motif shapes, all well adapted to separable and application purposes. Original plates of above will be shown shortly.

Siik Chiffons in Persian effects, 22 inches wide.

Also

worth fully \$1.00 yard.

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## John Daniell Sons & Sons

Announce their Autumn Opening

## HATS, TOQUES, and BONNETS

TUESDAY and WEDNESDAY, Sept. 24 and 25, 1901.

They will Exhibit Models from the Leading Paris Houses, and an immense variety of Artistic Creations from their own workrooms. Also splendid styles in Outing Hats and very Tastefully Trimmed Hats for Misses and Children.

### The Finest Assortment of Untrimmed Hats.

Comprising

Every swell shape in all desirable colors. Ostrich Plumes of exceptional values. Fancy Feathers of all kinds. Breasts, Birds, Pompons, Quills, etc. Novelties in Fine Materials for Making and Trimming Hats. Beautiful Ornaments of Steel, Gun Metal and Rhinestones, in Bands, Cabachons & Buckles.

#### LADIES' TAILORED SUITS.

Made of All-Wool Cheviots and Broadcloths, well tailored, the new Belted Blouse, Eton and long dip fronts in double breasted and tight fitting effects, Skirts fully gored and graduated flounce, at ........\$11.98, \$16.00 & \$20.00

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We say without exaggeration that there is no other store in the world where everything for Outfitting of the Baby is offered in such variety of choice and completeness of detail, as here.

The first layette; long and short dresses, slips, cloaks, caps, etc .- every article is the result of long experiencethe work of trained and careful experts.

For many neat and attractive goods modern machinery and large production make extreme low prices possible; while there are others which on account of the fineness of the fabric, their unique design, and the elaborate work skillfully done by hand, cost more, but not accordingly.

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Our Corset supports bust, lengthens waist I to 3 inches and reduces abdomen.

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New York City.

Missionary Work in the Mountains From the Baltimore Sun A Baltimore young lady, just back from

vacation, tells this one.
Way back in the mountains of West Vir-Way back in the mountains of west tir-ginia a Presbyterian minister some time ago fell in with some people who seemed to be well fitted for the missionary efforts on which he was bent. He had been riding nearly

well fitted for the missionary efforts on which he was bent. He had been riding nearly all day and late in the afternoon came upon a cabin set in the midst of a woodland. Near the door was a spare, straight-haired woman, who gazed at him curiously. The minister stroke to be recourteously and made some inquiries regarding the neighborhood. Her husband was a hunter, the woman said. "And is he a God-fearing man?" asked the preacher. "I reckon so," came the slow reply. "cause he always takes his gun with him." The visitor hastily chanced the subject and inquired if there were any Presbyterians in the neighborhood. "I dunne," said the woman, simply; "but there's a lot of skins hanging up in the cabin; you can look at 'em and see if you can find any."

A Sunday-school organized in the same district had old men and young lads in the same class. Wishing to test the knowledge of her scholars the teacher began by asking each one who made him. An old man at the end of the bench didn't know, the next man didn't and no one did until a small bey declared he knew, and said "God."

"Well," cried the old fellow just appealed to, "Taint been so very long since he was made."

OTTAWA, Ont., Sept. 20.—The Capitals defeated the Cornwalls by three goals to two in the match for the Minto cup at lacrosse yesterday. The Duke of York presented the cup to the winners and asked for the ball which had been used in the match. He was presented with a specially fine lacrosse stick and accepted it with much pleasure. The Duke and Duchess were delighted with the same To Convene on Mount Hood's Top. From the Morning Oregonian.

From the Morning Oregonian.

A congress of the world's mountain climbers on the top of Mount Hood is proposed for 1905. The movement is in the hands of a few of the energetic spirits of the Mazama Society, headed by L. L. Hawkins, Negotiations will be opened at once with clubs in all parts of the world that are organized to climb mountains, and they will be invited to send representatives to Portland. No club will be considered unless its climbing has been done on mountains 10,000 feet in height or over.

#### \$2.000 TO \$10,000 **APARTMENTS** AT "THE TURRETS" On RIVERSIDE DRIVE AT SOUTHEAST CORNER OF MITH ST.